Consolidated Version
(April 1986)

EAST McKENZIE
Area Structure Plan

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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EAST MCKENZIE AREA STRUCTURE PLAN

TABLE OF CONTENTS

		PAGE
1.1	THE PLAN	1
1.2	THE POLICY STATEMENTS	3
1.2.1	Land Use	3
1.2.1.1	Residential	3
1.2.1.2	Joint Use Sites	3
1.2.1.3	Commercial	4
1.2.1.4	Pathway System	4
1.2.2	Transportation	4
1.2.3	Servicing	4
1.2.4	Sequence of Development	5

LIST OF MAPS

Map 1	Land Use Plan	2

1.1 THE PLAN

The East McKenzie Area Structure Plan encompasses approximately 890 hectares (2200 acres) of land in the southeast sector of the City. The study area is located east of the Deerfoot Trail and north of the Marquis of Lorne Trail (Highway 22X).

As shown on Map 1, most of the study area (768 hectares/1897 acres) has been allocated for residential and associated uses (including joint use sites, neighbourhood parks, local commercial, institutional uses and roads serving the community) in accordance with the policies of the Calgary General Municipal Plan. The ultimate residential population in East McKenzie is likely to be in the range of 30,100 to 42,700 people.

The study area is to be divided by 52 Street and 151 Avenue S.E. into three cells (A, B and C) as shown on Map 1 whose respective population capacities are approximately as follows:

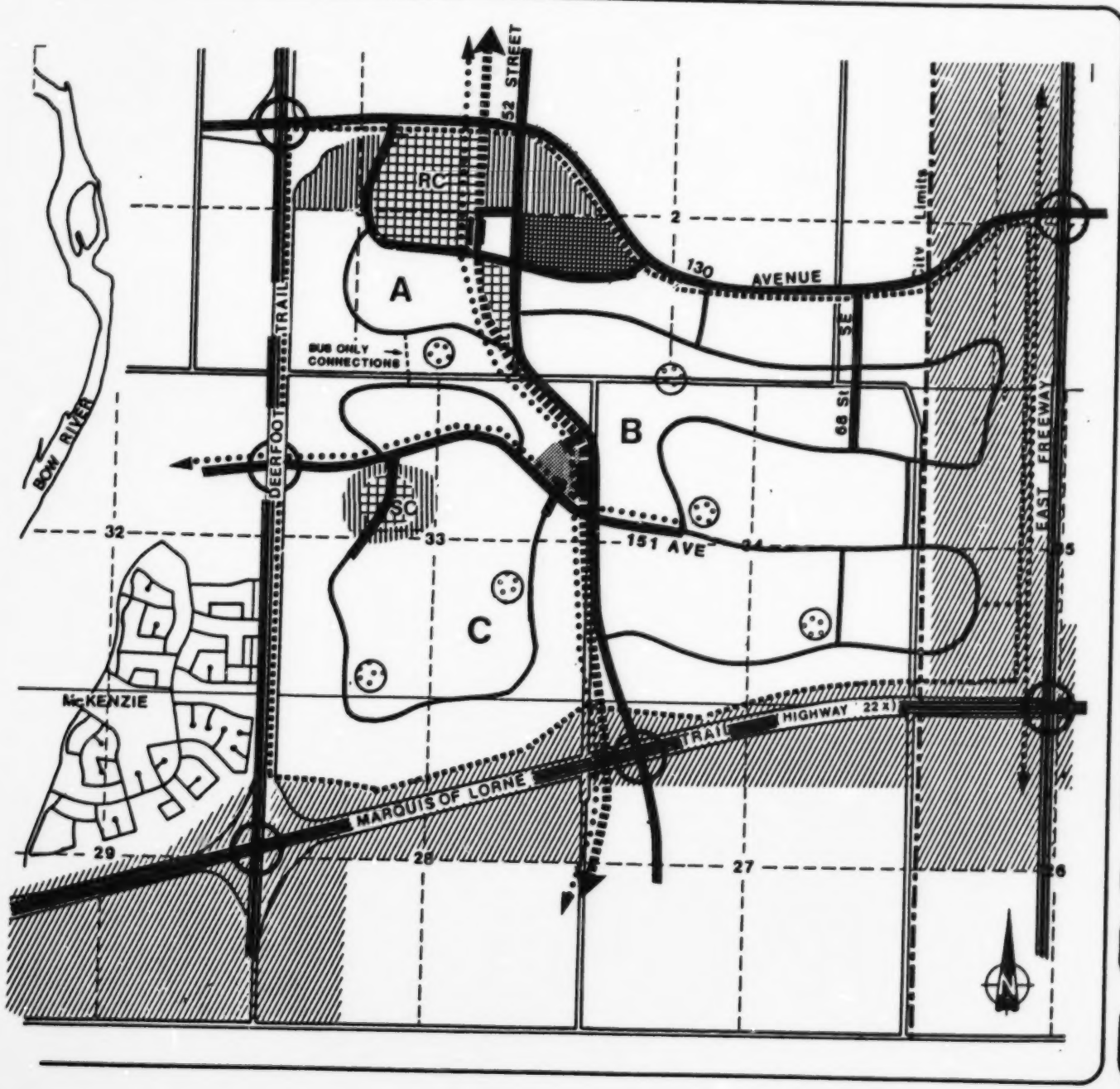
Cell	Residential Area		Population Capacity	
	Hectares	Acres	Minimum	Maximum
A	128	316	5000	7100
B	428	1057	16800	23800
C	212	524	8300	11800
Total	768	1897	30100	42700

A portion of Cell B is located outside the city limits, but has been included within the conceptual plan because of a strong possibility of these lands eventually being released from the Transportation and Utility Corridor. Should these lands ultimately be annexed to the city, this area structure plan would need to be amended.

The Plan provides for a regional shopping centre to be located near the intersection of Deerfoot Trail and 130 Avenue S.E., which will provide a focal point for the entire southeast sector. Provision is also made for two office parks in the vicinity of the regional centre, one to the west and the other to the east.

A sector shopping centre and office park, located in the southeast quadrant of the intersection of Deerfoot Trail and 151 Avenue S.E., will serve as a secondary focus for both the McKenzie and East McKenzie communities. In addition, a number of neighbourhood shopping centres will be required throughout the study area.

Open space features in East McKenzie comprise neighbourhood parks and a network of pathways. Joint use sites also include open space; the central joint use site in each cell will accommodate a community centre. The neighbourhood parks, each of about 0.8-1.6 hectares (2-4 acres) in size, will meet the day-to-day recreation needs of the community. Furthermore, there may be an opportunity to supplement the open space system with one or more additional parks located within the Transportation and Utility Corridor as compatible secondary land uses.



EAST McKENZIE

MAP 1

TITLE

LAND USE PLAN

LEGEND

- A-C RESIDENTIAL DEVELOPMENT CELL
- SHOPPING CENTRE Regional – RC Sector – SC
- OFFICE PARK
- EDUCATION/ RECREATION CENTRE
- L.R.T. RELATED USES
- JOINT USE SITE
- FREEWAY/EXPRESSWAY
- MAJOR ROAD
- COLLECTOR ROAD
- GRADE-SEPARATED INTERSECTION
- LRT ROUTE AND STATION
- PATHWAY SYSTEM
- TRANSPORTATION & UTILITY CORRIDOR
- STUDY AREA BOUNDARY

DATE

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A 22 hectare (55 acre) parcel, surrounded by major roads in the northwest corner of Cell B, is allocated for future educational/recreation and office uses. The office park will occupy the northermost 6 hectares (15 acres) of this parcel.

Primary access to the East McKenzie area will be via Deerfoot Trail, with connections at 130 Avenue and 151 Avenue S.E. The Marquis of Lorne Trail will provide access from Midnapore and other communities to the south of Fish Creek, as well as from Highway 2 south. Ultimately 52 Street and the East Freeway will supplement these routes, thus providing direct access between East McKenzie and the Southeast Industrial area, Northeast Calgary and communities to the east of the city.

At such time as the area to the south of the Marquis of Lorne Trail becomes fully developed, construction of a Southeast L.R.T. line will become necessary. Accordingly, provision is made in this Plan for protection of a corridor 15 metres in width within the regional centre and within the 52 Street right-of-way. As the East McKenzie area develops and prior to the Southeast L.R.T. line, bus services will be extended to provide access to the South L.R.T. line and to other parts of the city.

1.2 THE POLICY STATEMENTS

1.2.1 Land Use

1.2.1.1 Residential

1. For purposes of determining average residential densities, the gross residential area shall include all uses associated directly with the local residential community (i.e. joint use sites, community parks, neighbourhood shopping centres, and roads up to and including majors), but shall exclude the education/recreation facilities, the regional and sector shopping centres, office parks and the L.R.T. right-of-way.

2. Residential densities in East McKenzie shall generally be in the range of 12-17 units per gross residential hectare (5-7 units per gross residential acre). However development proposals for densities below this density range shall be considered and proposals for densities above this density range shall be encouraged particularly within 400 metres of the proposed L.R.T. station.

3. Due to the proximity of the proposed L.R.T. station, the parcel on the northwest corner of 151 Avenue and 52 Street is suitable for L.R.T. related land uses such as office and high density residential as well as some local commercial.

4. The distribution of density will be established through the outline plan process in accordance with the policies and guidelines outlined in the Calgary General Municipal Plan.

1.2.1.2 Joint Use Sites

1. The locations of joint use sites as shown in the land use plan (Map 1) are approximate. Final locations, sizes and configurations of these sites will be determined at the outline plan stage.

1.2.1.3 Commercial

1. The regional shopping centre to be located east of Deerfoot Trail and south of 130 Avenue S.E. (as designated in Map 1) shall not exceed 70,000 square metres (750,000+ square feet) gross leasable area of retail floor space.

2. Maximum floor space for office parks in the vicinity of the regional shopping centre shall be 18,500 square metres (200,000± square feet) for the parcel to the west, 65,000± square metres (700,000± square feet) for the parcel to the east, and 28,000 square metres (300,000± square feet) for the parcel adjacent to the education/ recreation centre.

3. In accordance with By-law 42Z83, the sector shopping centre to be located east of Deerfoot Trail and south of 151 Avenue S.E. (as shown on Map 1) shall be restricted to a maximum of 28,000 square metres (300,000± square feet) gross leasable area of retail floor space.

4. Similarly, in accordance with By-law 42Z83, the office park to be located adjacent to the sector shopping centre shall be restricted to a maximum of 28,000 square metres (300,000± square feet) of gross floor area.

5. Neighbourhood and local commercial facilities will be required within each cell. Locations and sizes will be established at the outline plan stage.

6. The triangular shaped parcel of land in Cell A which is bounded on the west by the L.R.T. line and on the east by 52 Street is suitable for commercial uses. The type and intensity of uses will be established at the time of land use designation and will depend on roadway access provisions.

1.2.1.4 Pathway System

1. The location of pathways as shown on Map 1 is conceptual. Final locations, sizes and configurations of these facilities will be determined at the outline plan stage.

1.2.2 Transportation

1. The alignment of collector roads as shown in Map 1 is conceptual. Final alignments will be determined at the outline plan stage.

2. Approval of outline plans for areas through which or adjacent to which the proposed Southeast L.R.T. alignment runs shall be subject to delineation of the L.R.T. right-of-way to the satisfaction of the Transportation Department.

3. Provision shall be made for a possible future flyover of 156 Avenue S.E. across the Deerfoot Trail, to be constructed at the developer's expense.

1.2.3 Servicing

1. Outline plans will be considered for that portion of Cell B affected by drainage constraints provided the City Engineer is satisfied that the servicing scheme proposed is technically and financially feasible.

1.2.4 Sequence of Development

1. Since municipal services and utilities to East McKenzie will generally be extended from the existing McKenzie area west of Deerfoot Trail, development of the area shall proceed generally in a contiguous sequence from west to east.

2. In the event that development in Cell B proceeds only to the sewer drainage boundary as an interim stage, roadway patterns may be changed and developers shall be responsible for providing roadways of sufficient standard to accommodate buses, in locations which allow for adequate transit service.

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(April 1986)

Supporting Information to

EAST McKENZIE Area Structure Plan

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

SUPPORTING INFORMATION TO THE EAST MCKENZIE AREA STRUCTURE PLAN

TABLE OF CONTENTS

		PAGE
2.1	STUDY AREA	9
2.1.1	Study Area Location and Background	9
2.1.2	Natural Features	9
2.1.3	Study Area Context	11
2.2	POLICY CONTEXT	13
2.2.1	Calgary Regional Plan	13
2.2.2	Calgary General Municipal Plan	13
2.2.3	Air Quality Setback Policies	13
2.2.4	Transportation and Utility Corridor	14
2.2.5	Transportation Policies	14
2.2.6	Commercial Policies	14
2.2.6.1	Regional Retail Facility	14
2.2.6.2	Sector Retail Facility	15
2.3	TRANSPORTATION, MUNICIPAL SERVICES AND UTILTIES	15
2.3.1	Transportation	15
2.3.1.1	External Roadway Access	15
2.3.1.2	Development Capacity Constraint	17
2.3.1.3	Southeast Mass Transit Corridor	19
2.3.1.4	Development Capacity Constraint	19
2.3.1.5	Southeast Mass Transit Corridor	20
2.3.2	Municipal Services	20
2.3.2.1	Water Supply	20
2.3.2.2	Sanitary Sewer	20
2.3.2.3	Storm Water Management	22
2.3.3	Utilities	22
2.3.3.1	Electrical	22
2.3.3.2	Natural Gas	23
2.3.3.3	Telephone	23
2.4	COMMUNITY SERVICES	23
2.4.1	Police Service	23
2.4.2	Fire Service	23
2.4.3	Library Service	25
2.4.4	Social Services	25
2.4.5	Public Health Services	25
2.4.6	Schools	25
2.4.7	Area Calculations	26

LIST OF MAPS

Map 2	Location	10
Map 3	Study Area Context	12
Map 4	Transportation Plan	16
Map 5	Bus Routes	18
Map 6	Municipal Services	21
Map 7	Utilities	24

2.1 STUDY AREA

2.1.1 Study Area Location and Background

The East McKenzie area is situated approximately 16 kilometres (10 miles) southeast of downtown Calgary. As shown on Map 2, it is located in the southeastern sector of the city, east of the Deerfoot Trail and north of the Marquis of Lorne Trail (Highway 22X). The study area covers approximately 890 hectares (2200 acres), and is bounded on the north by the proposed 130 Avenue S.E., on the east and south by the Transportation and Utility Corridor and on the west by Deerfoot Trail.

The study area was part of the Homesteads annexation application (Project 16) submitted by Daon Development Corporation in 1976. Most of the study area was subsequently annexed to the City in 1979. The Southeast Policy Report, approved by City Council in 1980, designated the study area generally for residential uses. Approximately 73 hectares (181 acres) of the study area lie outside the city, between the city limits and the revised western edge of the Provincial Transportation and Utility Corridor. These lands are currently under the jurisdiction of the Municipal District of Rockyview, and therefore cannot be included formally as part of this Area Structure Plan.

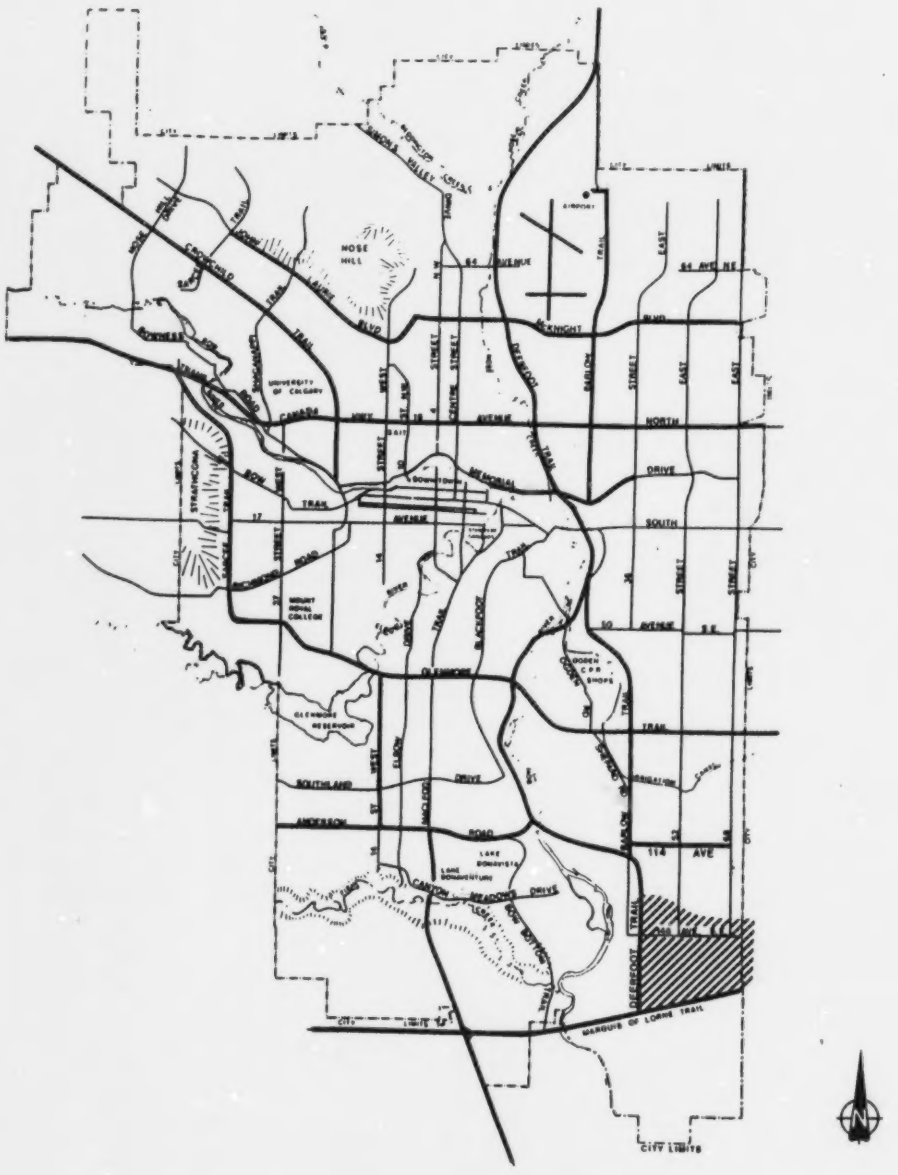
At present, most of the lands within the study area boundaries are utilized for agricultural production.

2.1.2 Natural Features

The landform of East McKenzie ranges from flat to low hills, with topographical depressions of approximately 3 to 8 metres. The long smooth slopes will pose no constraint to urban development. The original prairie vegetation has been replaced by cereal crop production. A few groves of aspen trees and willow shrubs are found around marshes and farm buildings. Consequently, views across the site are of an open landscape.

The soils are a deep mixture of loam over sand, silt and clay. Bedrock is at a sufficient depth to cause no constraint to development. The Canada Land Inventory for soil capability for agriculture has classified the study area as Class 2 and 3, meaning that the soils have a fair to high productivity for a wide range of field crops. Until urban development occurs, these lands will continue to be utilized for field crops.

Surface drainage is discontinuous, with storm water collecting in scattered marshes and sloughs. The sloughs are temporarily flooded in the spring season providing marsh habitat for waterfowl. Overall, the sloughs are neither unique nor expansive and do not provide a critical wildlife habitat. Extensive grading for urban development will redirect the surface drainage, so as to allow for development to proceed.



EAST McKENZIE

MAP 2

LOCATION MAP

STUDY AREA

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THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

2.1.3 Study Area Context

The East McKenzie Area Structure Plan is one of a series of statutory and non-statutory plans prepared in recent years in response to anticipated development in the southeast sector of Calgary. The boundaries of these study areas are delineated on Map 3.

The southeast sector has historically been identified as a major industrial area due to the existence of a number of large industries such as the Canadian Pacific Railway (C.P.R.) Ogden shops, the former Canadian Industries Limited (C.I.L.) explosive plant, the Western Cooperative Fertilizers Limited (W.C.F.L.) plant and the Shepard sanitary landfill site.[1] The Southeast Industrial area covers 4,460 hectares (11,000 acres), and lies immediately to the north of the East McKenzie study area.

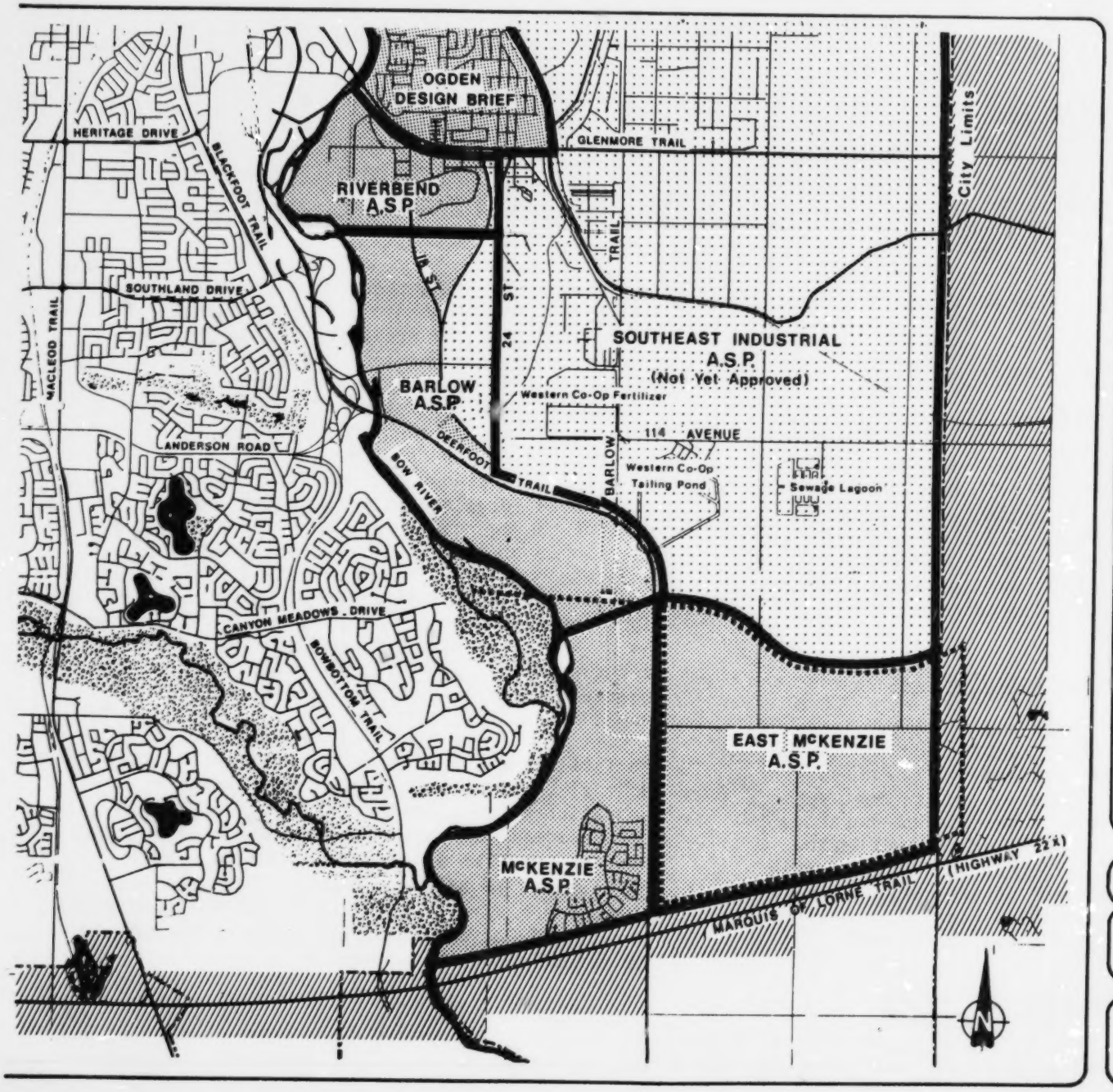
The W.C.F.L. plant and gypsum tailings ponds together with the City of Calgary's Shepard sewage lagoon and sanitary landfill site, are sufficiently distant from the East McKenzie area, that they do not impose environmental constraints on future residential development. The East McKenzie area lies beyond the development setback limits established by Provincial regulation and/or City policy in relation to each of these facilities.

The recent removal of the C.I.L. plant, coupled with the accessibility provided by Deerfoot Trail and the amenities afforded by the Bow River valley, has resulted in a large portion of the southeast sector of Calgary, including East McKenzie, being designated for residential development.

Since 1979, Area Structure Plans for McKenzie, Riverbend and Barlow have been approved by City Council, with a total area of 1359 hectares (3358 acres) and a total population capacity of 65,500.

On January 1, 1983, an area of approximately 1550 hectares (six square miles) immediately south of the McKenzie and East McKenzie areas was annexed to the City of Calgary. This area is located to the south of the Marquis of Lorne Trail (Highway 22X) and east of the Bow River. It is estimated that this area, which is considered to be suitable generally for residential development, could accommodate approximately 68,000 persons. This, combined with the other residential areas south of Glenmore Trail and east of the Bow River, as noted above, would allow residential development housing approximately 201,400 persons.

[1] The C.I.L. plant was dismantled in 1981, and the lands upon which it was located are now being developed for residential uses by Douglasdale Estates Ltd., a C.I.L. subsidiary.



EAST McKENZIE

MAP 3

STUDY AREA CONTEXT

- STUDY AREA BOUNDARY
- AREA STRUCTURE PLAN BOUNDARY
- RESIDENTIAL AREA
- INDUSTRIAL AREA
- TRANSPORTATION AND UTILITY CORRIDOR

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2.2 POLICY CONTEXT

2.2.1 Calgary Regional Plan

The Calgary Regional Plan (1971) was amended in January, 1981 to redesignate the lands within the study area of East McKenzie to "High Density", a designation that would permit urban uses at urban densities. Section 54(2) of the Planning Act requires that all by-laws and statutory plans adopted by a local authority be in conformity with the Regional Plan.

2.2.2 Calgary General Municipal Plan

The Calgary General Municipal Plan is the senior municipal planning document with which all other municipal statutory plans, including area structure plans, must conform. This Plan provides a policy framework to guide the preparation of area structure plans, and establishes a general land use strategy for the City. In 1980 the General Plan (Table 4.1.2) was amended to include East McKenzie as an area considered suitable for an area structure plan.

2.2.3 Air Quality Setback Policies

City Council has addressed the sensitive issue of the interface between residential and industrial developments in other parts of the southeast sector by establishing minimum development setback distances, relative to the Western Co-operative Fertilizers plant, in the Riverbend and Barlow Area Structure Plans. The East McKenzie area is outside the "impact range" of smokestack emissions from the Western Co-operative Fertilizer plant as well as radiation from the two gypsum settling ponds.[1]

[1] Air quality and radiation studies undertaken for the City and the Province by Western Research and Development Ltd.

In establishing a northern boundary for residential development in East McKenzie, the main determinant was the proximity of the Shepard sewage lagoon and the sanitary landfill site. The Subdivision Regulations of the Planning Act stipulate a minimum buffer of 1000 feet (305 metres) between residential development and either a sewage lagoon or sanitary landfill site. The City's Engineering Department recommends that no residential development be permitted within one mile of the sewage lagoon, thus minimizing the likelihood of residents being bothered by odours. This established the northern limit of residential development in East McKenzie at one-quarter mile north of the section line dividing sections 2 and 34 between Townships 22 and 23, thus providing a one-quarter mile (1320 feet) buffer between the nearest residence and the southern edge of the expanded landfill site.

To facilitate the development of lands in East McKenzie, the City of Calgary will phase the operation of the Shepard sanitary landfill in a northeasterly direction to complete the south and west extremities of the site prior to urban development in adjacent areas. This will ensure the conformity with the setback regulations of the Provincial Board of Health regarding the control of refuse disposal systems.

2.2.4 Transportation and Utility Corridor

The Transportation and Utility Corridor (T.U.C.) established by the Province around the City of Calgary is intended to accommodate a ring road and various utilities (electrical power lines, oil and gas pipelines and municipal services). The Marquis of Lorne Trail (Highway 22X) and the proposed East Freeway bordering the East McKenzie area will form the southeast portion of the ring road within the Corridor.

The T.U.C. as presently defined is 805 metres (one-half mile) in width. However it is expected that some of the land will not be needed for transportation or utility rights-of-way and that approximately 73 hectares (181 acres) will eventually be made available for future urban development. Should this land be annexed to the City at some future date, the East McKenzie Area Structure Plan should be amended accordingly.

2.2.5 Transportation Policies

Policies relating to the transportation system in this area structure plan are found in:

- The City of Calgary Transportation System By-law 3M82 (October 1982) which designates freeways/expressways, major roadways and general alignments of light rail transit, and establishes a skeletal road system for East McKenzie.[1]
- The Surface Transportation Noise Policy (Calts #91 - April 1983) which establishes guidelines for mitigating surface transportation noise where it affects residential development.
- The Functional Planning Report for Deerfoot Trail (Calts #54 - December 1978) which deals with the selection of a route for the south extension of Deerfoot Trail from Glenmore Trail to Marquis of Lorne Trail, and the geometric design of the roadway.
- Status Report on Transportation Policy in Calgary (Calts #62 - March 1979) which summarizes the City's existing transportation-related objectives, organization and policies.

2.2.6 Commercial Policies

City Council has already made significant decisions relating to the location and size of regional and sector shopping facilities in Southeast Calgary. These policy decisions are outlined below:

2.2.6.1 Regional Retail Facilities

In April, 1982, City Council approved in principle a location in the southeast quadrant of the future interchange of Deerfoot Trail and 130 Avenue S.E.

[1] The roadway network and L.R.T. Corridor proposed in the East McKenzie Area Structure Plan will necessitate an amendment to By-law 3M82.

for a regional shopping centre. In addition, Council approved the inclusion of decentralized city services, an office-employment component, residential development, and an L.R.T. station and a park-and-ride facility within the regional retail facility. Due to the capacity constraints of the proposed interchange at 130 Avenue and Deerfoot Trail, a maximum of 111,000 square metres (1.2 million square feet) of office space can be accommodated in the vicinity of the regional centre south of 130 Avenue and a maximum of 46,450 square metres (500,000 square feet) north of 130 Avenue. The 130 Avenue and Deerfoot Trail location, in conjunction with a similar facility in the area to the south of the Marquis of Lorne Trail was favoured by Council over a proposal for a single larger facility to the south of 151 Avenue S.E. and east of Deerfoot Trail.

2.2.6.2 Sector Retail Facility

On April 19, 1983, City Council approved a land use amendment for a comprehensively-designed sector shopping centre and a business-office park for a site 25 hectares (63 acres) on the east side of Deerfoot Trail, south of 151 Avenue S.E. This amendment (By-law 42Z85) limits the sector shopping centre to a maximum of 28,000 square metres (300,000 square feet) of gross leasable area, and the office-business park to a maximum of 28,000 square metres (300,000 square feet) of gross floor area. Furthermore, approval of the comprehensive plans (including building design, site layout, parking and accesses) was withheld, and must be resubmitted for approval as part of the development permit application.

2.3 TRANSPORTATION, MUNICIPAL SERVICES AND UTILITIES

2.3.1 Transportation

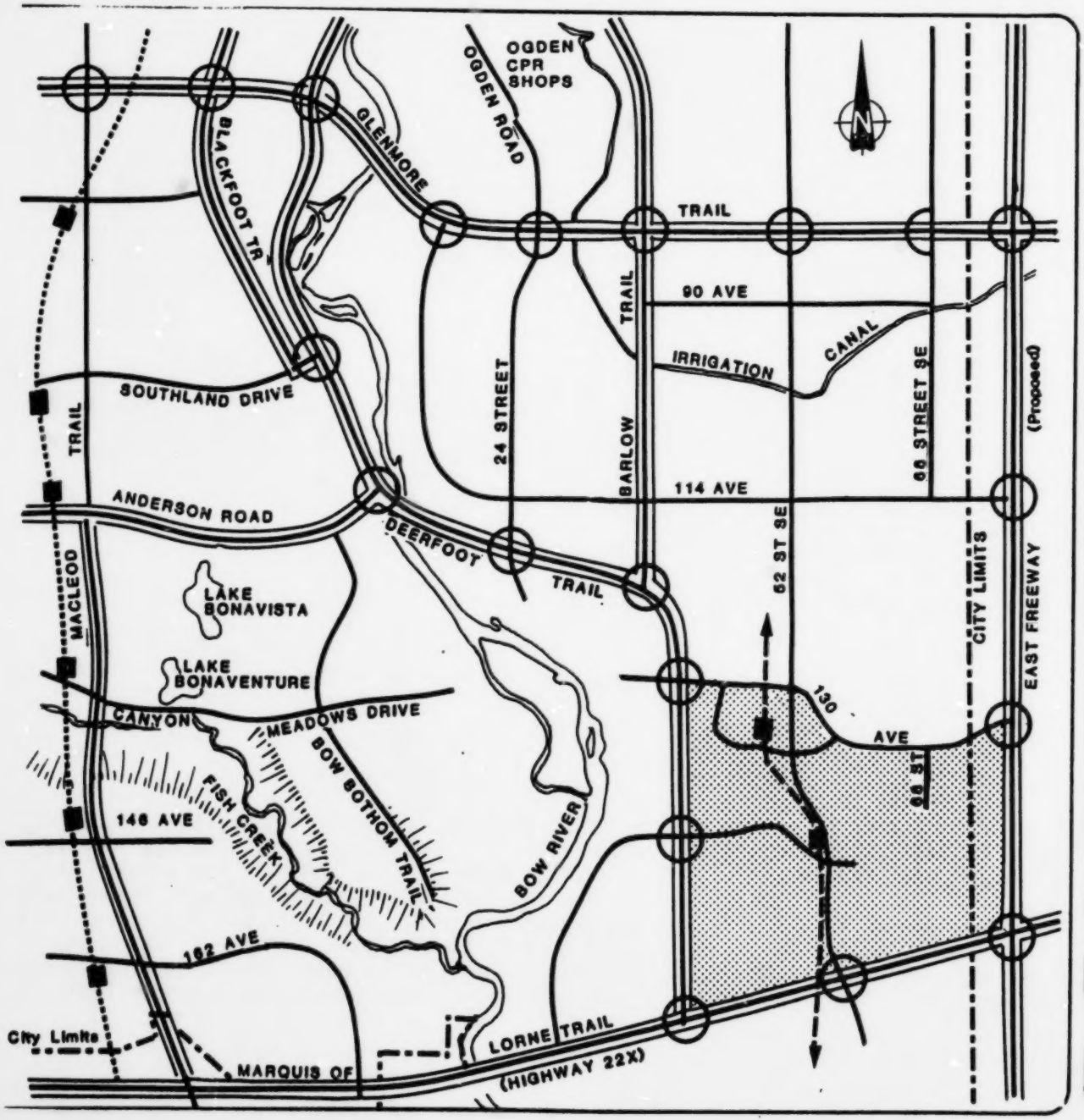
2.3.1.1 External Roadway Access

The external road network serving the East McKenzie area, as shown conceptually on Map 4, provides the area with access to all parts of the city. This network includes Deerfoot Trail, 130 Avenue, 151 Avenue, 52 Street, Marquis of Lorne Trail (Highway 22X) and East Freeway. Each of these roads is discussed in more detail below.

The Transportation System By-law (3M82) will require an amendment with respect to the alignments of the major roads once this Area Structure Plan is adopted.

Deerfoot Trail

This road south of the Bow River is presently constructed as a four lane divided expressway. When Council approved the Deerfoot Trail Functional Planning Report (1978), approval was given for an ultimate four lane divided freeway from Marquis of Lorne Trail to 151 Avenue and for a six lane divided freeway from 151 Avenue to the Bow River. Grade-separated interchanges will ultimately be built on Deerfoot Trail at 24 Street S.E., Barlow Trail S.E., 130 Avenue S.E., 151 Avenue S.E. and Marquis of Lorne Trail. However recent growth and annexations to the south of Marquis of Lorne Trail have created some doubts about the adequacy of the approved design standard, consequently the ultimate functional plans are now under review.



EAST McKENZIE

MAP 4

TITLE
TRANSPORTATION PLAN

LEGEND

- FREEWAY/ EXPRESSWAY
- MAJOR ROAD
- GRADE-SEPARATED INTERCHANGE
- STUDY AREA
- SOUTH L.R.T. ROUTE
- PROPOSED SOUTHEAST L.R.T. ROUTE

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130 Avenue S.E.

This road, which defines the northern boundary of the study area, has been aligned so as to accommodate the proposed expansion of the Shepard sanitary landfill site. From an approved interchange location on Deerfoot Trail at about 130 Avenue, it then swings south, whence it parallels 146 Avenue S.E. until it interconnects with the proposed East Freeway. This route will function as a major road, and will replace the existing 146 Avenue S.E.

151 Avenue S.E.

This road functions as an east-west major road within the study area connecting East McKenzie to the McKenzie area to the west of Deerfoot Trail. To the east of 52 Street it stub-ends as a major road, feeding the collector loop roads in Cell B.

Marquis of Lorne Trail (Highway 22X)

The Marquis of Lorne Trail located within the Transportation and Utility Corridor, is presently a two-lane paved rural highway but is proposed for reconstruction as a divided freeway. Although its ultimate design has not yet been established, it will have an interchange at 52 Street to provide access to the study area, as well as at Deerfoot Trail and the future East Freeway.

East Freeway

This roadway will ultimately provide access to East McKenzie from the north and east, although the Province has made no firm commitment regarding the timing of construction. As with the Marquis of Lorne Trail, it will be located within the Transportation and Utility Corridor adjacent to utility rights-of-way. The East Freeway defines the eastern boundary of the East McKenzie study area.

52 Street S.E.

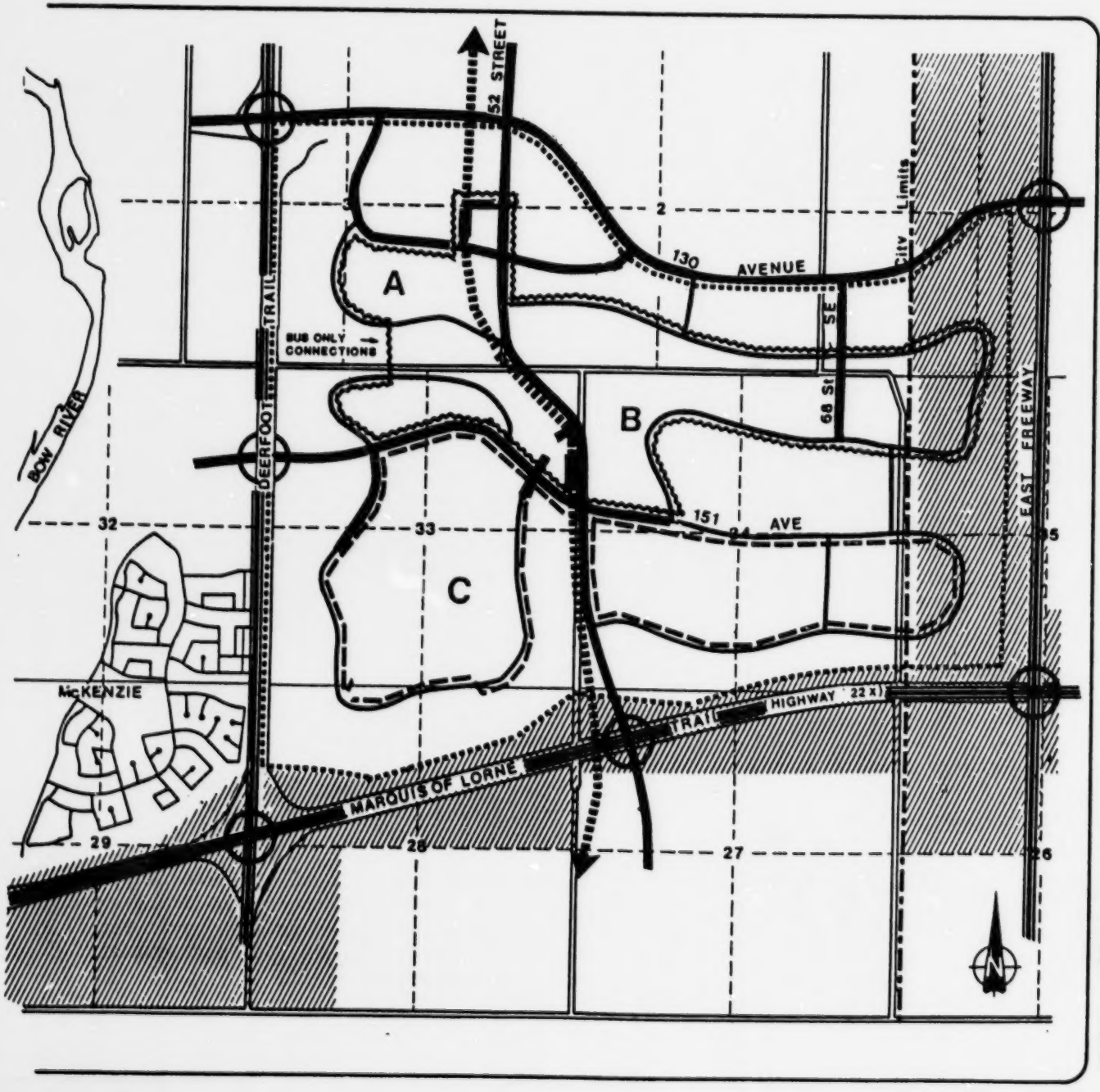
This major road will extend through East McKenzie from the Southeast Industrial Area on the north to the newly annexed area to the south of the Marquis of Lorne Trail, and will complement the Deerfoot Trail and the East Freeway as a north-south access route.

2.3.1.2 Bicycle Routes

Bicycle routes will generally be designated along collector and residential streets. However, separate pathways may be required where bicycle routes follow major transportation facilities such as major roads, expressways or L.R.T. rights-of-way.

2.3.1.3 Public Transit

The collector road system is designed conceptually to allow for the provision of effective public transit service. The ultimate bus network as shown on Map 5 will include two loop routes with connections to the Southeast L.R.T. system. Prior to construction of this facility, these routes could connect to the South L.R.T. stations and/or with an express bus service on Deerfoot Trail.



EAST McKENZIE

MAP 5

TITLE
POTENTIAL BUS ROUTES

LEGEND

- A-C RESIDENTIAL DEVELOPMENT CELL
- FREEWAY/EXPRESSWAY
- MAJOR ROAD
- COLLECTOR ROAD
- GRADE-SEPARATED INTERSECTION
- LRT ROUTE AND STATION
- BUS ROUTES
- TRANSPORTATION & UTILITY CORRIDOR
- STUDY AREA BOUNDARY

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A bus only crossing is required in Cell A for transit coverage. However, if an alternative method of providing transit service for Cell A can be developed that will eliminate the need for this bus only crossing, such a change will be made at the outline plan stage.

2.3.1.4 Development Capacity Constraint

In the Calgary General Municipal Plan a population threshold of 26,000 was established for the southeast sector. This threshold combined with population levels designated to other communities along the Deerfoot corridor e.g. Calgary North, will use up available roadway capacity between Deerfoot Trail and downtown. In essence, this threshold of 26,000 allowed for full development of the Riverbend and McKenzie areas.

The Barlow Area Structure Plan, which was adopted by City Council subsequent to the establishment of this threshold, increased the population capacity of the southeast sector by 22,500. In adopting this Plan, Council acknowledged tacitly that the capacity of Deerfoot Trail "downstream" had already been committed to the Riverbend and McKenzie areas, and that approval of any development in Barlow without improvements to the transportation system would likely result in traffic congestion along Deerfoot Trail and its tributary roads.

The Barlow A.S.P. was subsequently amended to allow for an increase in the density range, with the result that the population capacity was increased from 22,500 to 36,400. Besides the downstream capacity limitations, which had been alleviated only partially by improvements to the Deerfoot Trail/Memorial Drive interchange and a commitment to construct the Northeast L.R.T. line, a population threshold was established for the Barlow area in relation to the interim capacity of Deerfoot Trail east of the Bow River. The amendment advised that residential development not be approved in Barlow beyond a population of 22,500 until the Deerfoot Trail could be upgraded to freeway standard, particularly at 24 Street where a grade-separated interchange would be most urgently required.

In adopting the East McKenzie Area Structure Plan, City Council realizes that the present capacity of Deerfoot Trail, east of the Bow River as well as downstream at the points of connection to the downtown area, has been committed fully to development in the Riverbend, Barlow and McKenzie areas. In considering whether or not to approve residential subdivision and/or land use redesignation applications in this area, the Approving Authorities will thus have three basic options from which to choose:

1. Approve the development and, concurrently, approve the necessary improvements to the transportation system;

2. Refuse approval of the development, thereby forestalling the need for transportation improvements; or

3. Approve the development, but defer approval of the necessary transportation improvements, recognizing that this decision could result in heavy traffic congestion, particularly along the Deerfoot Trail.

2.3.1.5 Southeast Mass Transit Corridor

A review of existing and future capacity of the South Light Rail Transit line has concluded that, given the potential for future urban growth in the south and southeast sectors of Calgary, a Southeast Light Rail Transit line will eventually be required. The intent of establishing an L.R.T. alignment in the land use plan (Map 1) is to allow for the protection of a right-of-way (approximately 15 metres in width) at the time of subdvision plan approval.

The proposed light rail transit line will enter the study area from the north along the east side of the regional centre, and will run in a southerly direction through the study area within the right-of-way of 52 Street. Stations (including transit loops and park'n'ride facilities, as required) are proposed for the regional centre and south of the intersection at 151 Avenue and 52 Street S.E. The 15 metre right-of-way will be increased by 3.5 metres in the vicinity of 151 Avenue in order to accommodate the station if the line is located in the median of 52 Street, rather than along either the west or east side of the road.

Access to the site identified as suitable for L.R.T. related uses, will be permitted from both 52 Street S.E. and 151 Avenue S.E. as required.

Where residential development abuts the L.R.T. line it will be necessary to establish an "environmental right-of-way" (somewhat wider than the 15 metre right-of-way) to allow for noise and vibration attenuation. Subdivision design will be such that where feasible the environmental right-of-way will be integrated through the use of rear yards, linear parks, frontage roads, lanes and/or landscaping.

Pedestrian/bicycle pathways should be aligned within the environmental right-of-way wherever possible, with at-grade crossings located at controlled points, including the collector road crossings.

2.3.2 Municipal Services

As the planning and development for the study area progresses and as more detailed servicing information becomes available, the municipal servicing concepts as presented in this plan may require modification.

2.3.2.1 Water Supply

Water supply to East McKenzie will be accomplished by means of an extension of the existing systems from McKenzie to the west, and from Lake Bonavista to the northwest. Part of the conceptual feeder main network is shown in Map 6. It is likely also that a future feedermain will be located within the Transportation and Utility Corridor. Timing of these extensions has not yet been established.

2.3.2.2 Sanitary Sewers

East McKenzie is divided into two drainage areas, as shown on Map 6. The westerly sanitary drainage area, will be serviced with a gravity system via a sanitary sewer extension from McKenzie. This trunk will enter the study area at approximately 151 Avenue S.E. and thereafter will be extended in a southeasterly direction.

MAP 6 EAST McKENZIE

TITLE MUNICIPAL SERVICES

LEGEND

- EXISTING WATER FEEDERMAIN
- FUTURE WATER FEEDERMAIN
- EAST DRAINAGE AREA
- WEST DRAINAGE AREA
- FUTURE SANITARY TRUNK
- FUTURE STORM SEWER
- DRAINAGE BOUNDARY
- TRANSPORTATION AND UTILITY CORRIDOR
- STUDY AREA BOUNDARY

DATE April 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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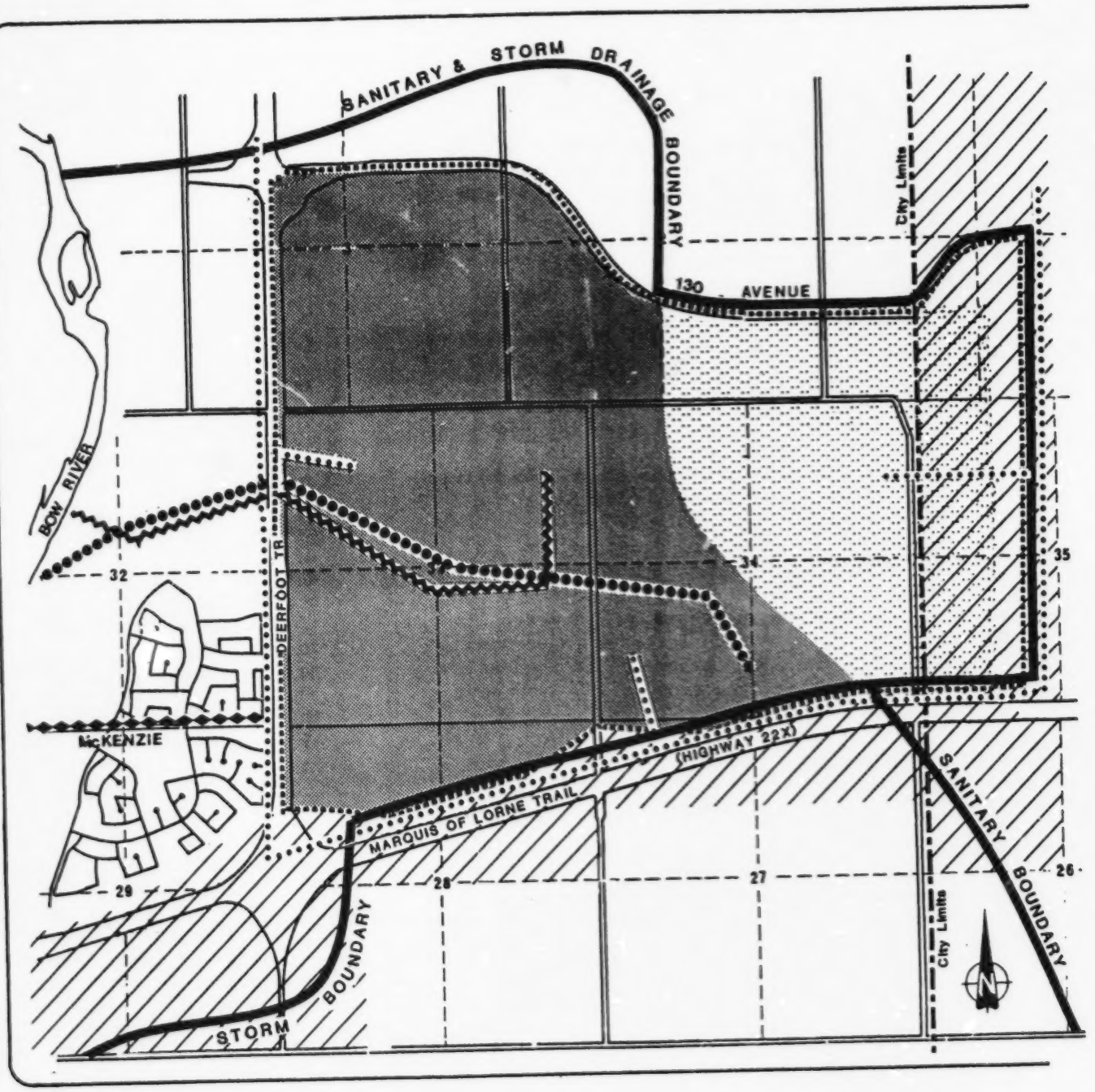


The easterly sanitary drainage area within the study area boundaries includes 73 hectares (181 acres) of land outside the present City limits. These lands are within the Transportation and Utility Corridor and may eventually be available for urban development. The easterly drainage area drains naturally to the southeast and will ultimately be serviced by a gravity system directed towards the sewage treatment plant to be built in the southeast in the long term future. If the ultimate sanitary sewer system is unavailable at the time that the easterly area is ready to be developed, the City will permit the development to proceed utilizing an interim system (such as a sanitary sewage lift station).

Any interim system servicing the easterly sanitary drainage area must be to the satisfaction of the City Engineer.

2.3.2.3 Storm Water Management

For storms up to the one in five year event, the storm sewer system is divided into two separate drainage areas, as shown on Map 6. The westerly drainage area will be serviced to the west into the Bow River by an underground storm sewer extension adequate in size to drain the one in five year storm. The easterly drainage area will be serviced by a comparable system to the east to drain the one in five year storm.

For storms greater than the one in five year event up to the one in one hundred year event, drainage of the area east of 52 Street S.E. will be via an overland drainage system utilizing the natural wetlands and sloughs lying to the east and outside of the existing City limits. Development within the study area must recognize the one in one hundred year storm event utilizing overland drainage.

All drainage solutions must be to the satisfaction of the City Engineer.

2.3.3 Utilities

2.3.3.1 Electrical

The existing and proposed major electrical facilities, shown on Map 7, consist of two 138 kV subtransmission lines and a substation.

The existing north-south 138 kV overhead line along 68 Street East and the city limits will be utilized to supply the proposed major Substation No. 25 to be constructed near the north-east corner of the 130 Avenue and 68 Street S.E. intersection.
The second existing 138 kV overhead line runs diagonally across Sections 3, 28 and 33. The line through Section 3 and part of 33 is scheduled to be relocated to the east side of Deerfoot Trail, as shown on Map 7.

These existing 138 kV overhead lines will require an 18 metre (60 feet) easement. The portion of the line scheduled for relocation will require 3 metre (10 feet) easement on the property side only. since it will be built on the road allowance.
If the landowners choose to relocate the 138 kV overhead lines, they will be responsible for all

the costs incurred as well as any easements that are deemed necessary.

East McKenzie is to be supplied by Substation No. 25. However, in order to cater for the west to east sequence of development, the existing 13 kV feeders may be extended temporarily from the McKenzie area west of Deerfoot Trail to service East McKenzie. These temporary arrangements will be at the developers' expense.

2.3.3.2 Natural Gas

The East McKenzie area will be serviced by a high pressure gas pipeline located within the Transportation and Utility Corridor, as shown on Map 7. Part of this line has already been constructed parallel to the Marquis of Lorne Trail from MacLeod Trail east to a temporary regulator station near Deerfoot Trail. This station presently serves the existing McKenzie area, but will eventually be replaced by a permanent station which will accommodate the East McKenzie area as well. A high pressure pipeline will extend from this station along Deerfoot Trail to service areas to the north.

The high pressure line along the Marquis of Lorne Trail will ultimately be extended eastward as far as the proposed East Freeway, then north within the Transportation and Utility Corridor. A regulator station, requiring a 30 metre square site, will need to be constructed near the northwest corner of Marquis of Lorne Trail and the East Freeway. The facility while currently shown within the Transportation and Utility Corridor, is ultimately expected to be part of these lands considered surplus from corridor requirements and become a part of East McKenzie. A 15.3 metre (50 foot) building setback is required from high pressure gas pipelines and regulator stations.

2.3.3.3 Telephone

Telephone service to the East McKenzie area will be extended from a conduit system serving the existing McKenzie development to the west, as shown on Map 7. The extension will follow McKenzie Boulevard, crossing Deerfoot Trail in the vicinity of 151 Avenue S.E. A telephone exchange is currently being planned for a site in the vicinity of 52 Street and 151 Avenue S.E.

Approval of outline plans in Cell B (East of 52 Street) may require the inclusion of easements for Alberta Government Telephone feeder routes.

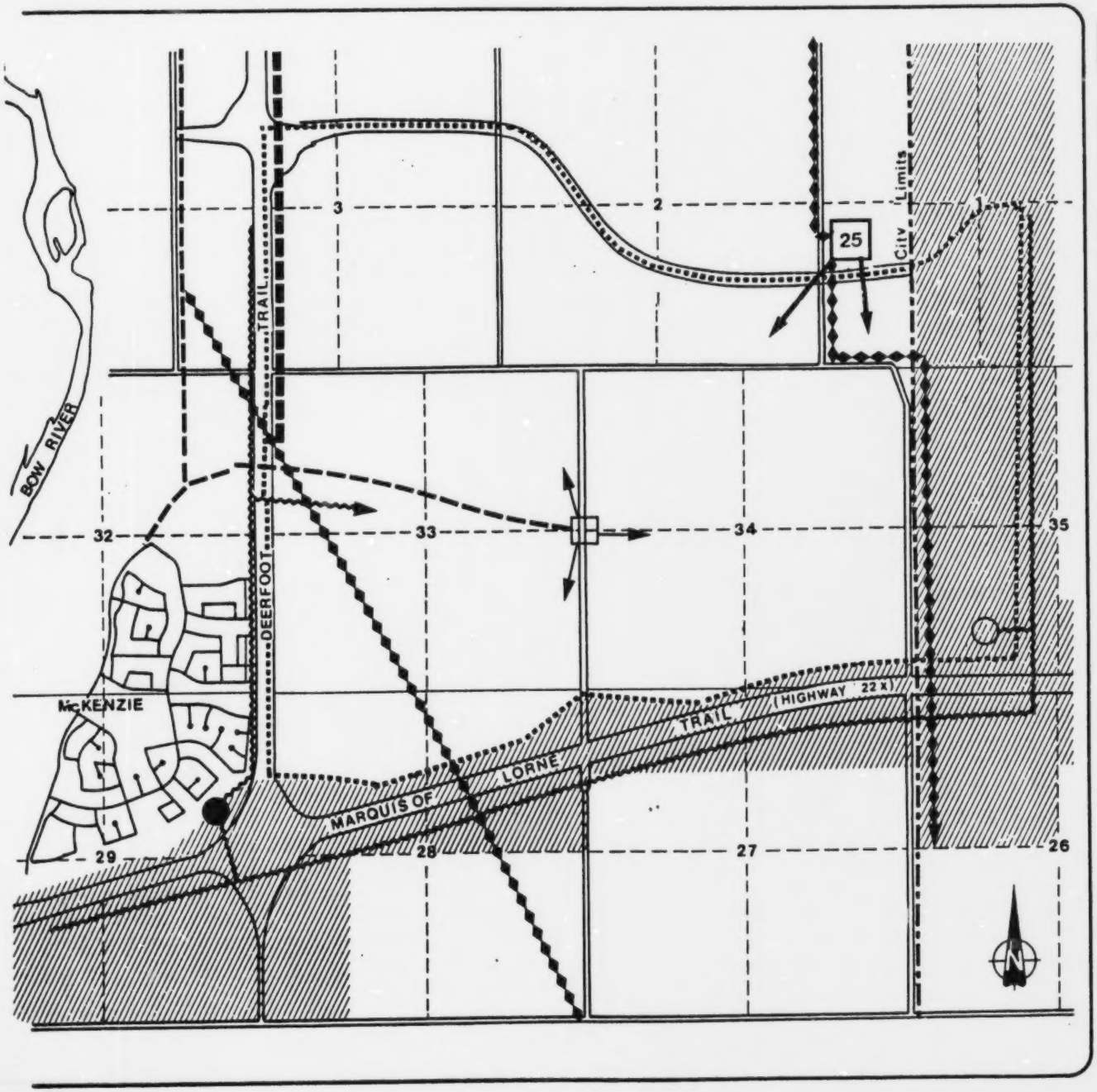
2.4 COMMUNITY SERVICES

2.4.1 Police Service

The Police District 6 office located at Bonaventure Drive and Heritage Drive S.E. provides service to the entire southern portion of the City. This office will serve the East McKenzie area in the foreseeable future; no new district office is contemplated for the southeast sector.

2.4.2 Fire Service

Fire protection will be provided to the East McKenzie area from Station No. 26, located at 271 Midpark Boulevard S.E. Emergency service will also be available from Station No. 9 at 2515 - 78



EAST McKENZIE

MAP 7

TITLE

UTILITIES

LEGEND

ELECTRICAL

- EXISTING 138 kV
- PROPOSED 138kV
- PROPOSED SUBSTATION 25

NATURAL GAS

- PROPOSED HIGH PRESSURE LINE
- EXISTING REGULATOR STATION
- PROPOSED REGULATOR STATION

TELEPHONE

- PROPOSED CONDUIT
- PROPOSED EXCHANGE

- TRANSPORTATION & UTILITY CORRIDOR
- STUDY AREA BOUNDARY

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THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 0.4 0.8 KM.
0 0.5 MI.

Avenue S.E. in Ogden, and from Station No. 25 at 76th Avenue and 48th Street S.E.

Ultimately, the Fire Department will require a firehall in East McKenzie. The station will require a corner lot of approximately 0.4 hectare (one acre) in area, with double access, preferably located in proximity to the intersection of Deerfoot Trail and 151 Avenue S.E.

2.4.3 Library Service

The East McKenzie area will be served by the branch library which is presently being constructed on Bonaventure Drive S.E. near the South Centre Mall. A new branch is also planned in the Midnapore area, near the Marquis of Lorne Trail/Macleod Trail interchange.

It is expected that the East McKenzie area will require its own branch library as development in the area proceeds. Preferably, this library should be located centrally, with good road and pedestrian access, and in proximity to a retail centre or L.R.T. station. Prior to development of this local branch the area will be served by the Bookmobile Program.

2.4.4 Social Services

The East McKenzie area will receive social services from the Heritage Square Area office located at 8500 MacLeod Trail S.E. Although there are no immediate plans to open a new Social Services branch, an office may be considered for the East McKenzie area at such time as population growth and economic conditions warrant.

2.4.5 Public Health Services

The McKenzie area is presently served by the Anderson Road Health Clinic at South Centre Mall. In the future the area will be served by a new health unit to be built near The Marquis of Lorne Trail/Macleod Trail interchange. The nearest hospital at present is Rockyview General Hospital, located 14 kilometres (9 miles) to the northwest. However, a new hospital has been proposed for the Midnapore area.

2.4.6 Schools

The school boards have indicated, for this stage of planning, that the following schools are likely to be required:

Cell A: One public elementary and one separate elementary/junior high.

Cell B: Two public elementary, one public junior high, one separate elementary and one separate elementary/junior high.

Cell C: One public elementary, one public junior high and one separate elementary.

The Calgary Board of Education has no plans to build schools in the East McKenzie area for the foreseeable future. This community will be a designated busing area and the Calgary Board reserves the right to designate the schools which pupils will attend.

Area Calculations (Net)

	Hectares	Acres
Regional Centre		
Shopping Centre (retail - commercial)	32	80
Office (west of Regional Centre)	11	27
Office (east of Regional Centre)	10	25
Office (north of ED-RTC Site)	6	15
Residential (multi-family)	4	10
LRT Lands	1	2
Educational/Recreational Centre	16	40
Total Regional Centre	80	198
Sector Centre		
Retail	12	30
Office	13	33
Total	25	63
L.R.T. Related Uses	12	30
Commercial Site (Cell A)	5	12
Lands Outside the City	73	181

Population Capacity Estimates

All population capacity estimates assume an average occupancy of 3.2 persons per dwelling unit. Minimum of ranges are based on average densities of 12.35 units per gross residential hectare (5 units per acre), while maximums are based on average densities of 17.29 units per hectare (7 units per acre).